FAA Aviation Safety Inspector
Survey Results

1. **General Rating Issues**
   a. Better definition of each rating and class
   b. Improved and more inclusive guidance—both for ASIs and industry
   c. Train ASIs in current/latest technologies and techniques
   d. In-Flight Entertainment systems not addressed in any category or rating
   e. Less labor-intensive rating system
   f. Add the development and use of capability lists to the rule
   g. When to use limited ratings is confusing—better guidance and definitions needed
   h. Need a rating/system to address aircraft computer/EFIS systems
   i. Cumbersome OpSpecs system

2. **Airframe Issues**
   a. Composite vs. Metal aircraft construction (hybrid aircraft)
      i. Which class/category to place them in?
      ii. How much metal/composite requires one category vs. another?
      iii. Definition of composite material?
      iv. Many ASIs lack training and experience in complex composite repairs
   b. Eliminate class ratings altogether and use limited ratings with a mandatory capability list
   c. Eliminate class 2 and 4 ratings and replace with limited ratings
      i. Use capability list to control growth when lacking other 145 requirements (tools, personnel, etc.)
      ii. Identify aircraft on capability list by make and model
   d. Class 3 ratings should not be issued to perform only NDT
      i. Guidance problem
      ii. Should be rated as a limited specialized service
   e. Improve guidance to distinguish between limited airframe and accessory ratings
   f. Class 4 rating too broad and vague
      i. Too many varying aircraft sizes fit into this category
      ii. Does not meet industry use of corporate/commercial aircraft
      iii. Repair stations sometimes work outside of rating
      iv. Combine either by smaller sizes/categories and/or materials
   g. Corporate aircraft—or that size aircraft—should have its own rating
   h. Combine airframe and powerplant ratings to allow avionics CRS to remove and re-install components
   i. Confusion exists when determining what rating to use for performing landing gear maintenance
      i. Limited airframe for landing gear or is it part of the airframe class rating?
      ii. Should be limited airframe with a current capability list?

Attachment 7

3. **Powerplant Issues**
   a. Separate turbine engines by type—turboprops, turbojets, etc.
      i. Turbine rating too broad—need classes or categories
      ii. Use capability list to determine compliance with 145 requirements using make and model of powerplants
   b. Combine reciprocating engine ratings
   c. Decide on common terminology—aircraft engines **or** powerplants
      i. Define term and include in Part 1
      ii. Where do APUs fit in? Include in definition
   d. Limited powerplant should be components on a capability list—not an engine
   e. Add an APU rating

4. **Propeller Issues**
   a. Use a single propeller rating with a capability list by make and model

5. **Radio Rating Issues**
   a. Radio CRS should not need a separate limited airframe for installations and modifications
   b. Rating should be divided by communications/navigation and all others
   c. Better definition of what is included in this rating/class
   d. Better definition of what constitutes navigation/communication equipment

6. **Instrument Rating Issues**
   a. Class 2 too vague—should be limited by make and model
   b. Better definition of what is included in this rating/class
   c. Have a separate rating for LRU replacement items without performing "in-shop" repair or testing

7. **Accessory Rating Issues**
   a. Eliminate the accessory ratings altogether
   b. Need a better definition of accessories—mechanical, electrical, etc.
   c. Rating and guidance doesn't capture all modern aircraft accessories
   d. Does the accessory class 1 rating also include APUs?

8. **Limited Rating Issues**
   a. Eliminate limited landing gear, floats, emergency equipment, aircraft fabric, and all other aircraft "structural" components
   b. Limited accessory should be any component that is not a part of the primary aircraft structure
9. **Limited Specialized Service Rating Issues**
   a. Need a better definition of what belongs in this category
      i. Rule language to clearly define when it should be used
      ii. Better guidance to ascertain what needs to go on the OpSpecs
   b. Define what constitutes a process specification and how it should be annotated in the OpSpecs